

THE CHINA MAIL.

Intimations.

SPANISH WINES.

THE Undersigned having been appointed
SOLE AGENTS in Hongkong and
China for the
COMPAGNIA DEL NORTE DE
ESPANA, Bilbao,

Antilla y Co., Cadiz, and
SANCHEZ MARINA, Jerez de la Frontera,
The Actual Producers of the Purest
and Finest Wines in the World,
are now in a position to supply the residents
of Hongkong and Coast Ports with the
Genuine Article received direct from Spain,
and hitherto unobtainable in these parts.
The following Wines are now in Stock:

RIOJA CLARET.

A pure sound Claret of Excellent Aroma;
infinitely superior to Bedaux Wines,
in casks (6 doz. quants. about), at
\$27.50, or bottled at \$6 per doz.
quarts.

JEREZ ORO.

A Light Dry Sherry of Fine Flavour, at
87 per doz.

JEREZ COLON'.

An Excellent Sherry, absolutely
pure, at \$15 per doz.

'JEREZ TATARALUELO.'

A Delicious Wine, 20 years in the wood,
highly appreciated by Connoisseurs, at
\$30 per doz.

JEREZ NECTAR.

A Very Old Wine, 1784, full bodied; a
splendid tonic, at \$10 per dr. oz.

AMONTILLADO VIEJO.

Specialy prepared for invalids and delicate
constitutions, at \$20 per doz.

MOATEL PURO.

A most delicious beverage of guaranteed
purity, perfect flavor, \$12 per doz.

YO TINTO.

Ordinary Red Spanish Wine; received
direct from the growers. A sound,
healthy wine for everyday use. In
quarter casks (12 doz. bottles) at \$30
per cask.

Lovers of genuine unadulterated wines
have now an opportunity to satisfy their
tastes; obtaining their supplies direct from
producers and thereby avoiding intermediate
profits.

The Origin and Absolute Purity of the
above Wines are guaranteed.

Sample Bottles will be supplied to con-
sumers.

VILLA LOPEZ & CO., Agents.

Hongkong, May 7, 1895. 867

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS Commodious and Well-appointed
HOTEL, situated at a height of 1,250
feet above sea-level, has just been thor-
oughly re-decorated, renovated and re-furnished,
and a NEW WING has been built, which
commands magnificent Views of the Har-
bour and mainland of China.

SPECIAL SUMMER RATES,
(FROM 1ST APRIL TO 31st OCTOBER),
One person, per day ... \$ 4.00
One person, per month ... \$75 to 90.00
Married couple (occupying one
room) per day ... 7.00
Married couple (occupying one
room) per month ... 150.00
Married couple (occupying two
rooms) per month ... 170.00

For further Particulars, apply to
THE MANAGER,
New Victoria Hotel,
Hongkong, April 10, 1895. 696

STAINFIELD'S PRIVATE HOTEL, 3 DUNDELL STREET.

COMFORTABLY FURNISHED ROOMS,
with every convenience;
Accommodation for Table Boarders.
Particulars, Address,

Mrs. STAINFIELD;

Proprietress.
Hongkong, January 5, 1895. 38

To-day's Advertisements.

A BALLAD CONCERT

will be held at
THE MOUNT AUSTIN HOTEL,
ON
WEDNESDAY, the 16th October,
AT 9.30 P.M.

In Aid of the Funds of
THE HONGKONG BENEVOLENT
SOCIETY.

Under the Patronage of
H. E. Sir W. ROBINSON, K.C.M.G.,
H. E. GENERAL BLACK, and
COMMODORE BOYES.

TICKETS \$2, can be obtained at the
Hotel or Messrs. KELLY & WALSH.
Hongkong, October 8, 1895. 1880

MOGUL LINE OF STEAMERS.

NOTICE TO CONSIGNNEES.

STEAMSHIP LENNOX,
FROM GLASGOW, LIVERPOOL AND
STRAITS.

CONSIGNNEES of Cargo are hereby in-
formed that all Goods are being
landed at their risk into the Godowns of
the HONGKONG AND KOWLOON WHARF
AND GODOWN CO., at Kowloon, whence and/or
from the Wharves delivery will be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before
Noon To-day.

No Claims will be admitted after the
Goods have left the Godown, and all Goods
remaining undelivered for the 14th Inst.
will be subject to rent.

All Claims against the Steamer must be
presented to the Undersigned on or before
the 14th Instant, or they will not be re-
cognized.

All broken, chafed, and damaged Goods
are to be returned in the Godowns, where they
will be examined on the 15th Inst., at 3 p.m.

No Fire Insurance has been effected,
Bills of Lading will be countersigned by

DODWELL, CARLILL & CO., Agents.

Hongkong, October 8, 1895. 1877

FOR NEW YORK.

The 100 A.T. British 4 masted
Barque, *Mallorcha*,
John WILLIAMS, Master, is now
loading here for the above Port, and will
have quick despatch.

For Freight, apply to

ARNHOLD, KARBERG & CO.

Hongkong, October 8, 1895. 1878

To-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.
The Co.'s Steamship
Nanae,

Captain Hopkins, will be
despatched for the above
Ports on THURSDAY the 10th Instant, at
10 a.m.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, October 8, 1895. 1878

SHELL LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

The Co.'s Steamship
Couch,

Capt. E. S. BAKER, will
be despatched as above

on or about the 10th Instant.

For Freight, apply to

ARNHOLD, KARBERG & CO., Agents.

Hongkong, October 8, 1895. 1878

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
(via Nagasaki, I.)

AT 20, 26, 32, 38, 44, 50, 56, 62, 68, 74, 80, 86, 92, 98, 104, 110, 116, 122, 128, 134, 140, 146, 152, 158, 164, 170, 176, 182, 188, 194, 200, 206, 212, 218, 224, 230, 236, 242, 248, 254, 260, 266, 272, 278, 284, 290, 296, 302, 308, 314, 320, 326, 332, 338, 344, 350, 356, 362, 368, 374, 380, 386, 392, 398, 404, 410, 416, 422, 428, 434, 440, 446, 452, 458, 464, 470, 476, 482, 488, 494, 496, 502, 508, 514, 520, 526, 532, 538, 544, 550, 556, 562, 568, 574, 580, 586, 592, 598, 604, 610, 616, 622, 628, 634, 640, 646, 652, 658, 664, 670, 676, 682, 688, 694, 696, 702, 708, 714, 720, 726, 732, 738, 744, 750, 756, 762, 768, 774, 780, 786, 792, 798, 804, 810, 816, 822, 828, 834, 840, 846, 852, 858, 864, 870, 876, 882, 888, 894, 896, 902, 908, 914, 920, 926, 932, 938, 944, 950, 956, 962, 968, 974, 980, 986, 992, 998, 1004, 1010, 1016, 1022, 1028, 1034, 1040, 1046, 1052, 1058, 1064, 1070, 1076, 1082, 1088, 1094, 1096, 1102, 1108, 1114, 1120, 1126, 1132, 1138, 1144, 1150, 1156, 1162, 1168, 1174, 1180, 1186, 1192, 1198, 1204, 1210, 1216, 1222, 1228, 1234, 1240, 1246, 1252, 1258, 1264, 1270, 1276, 1282, 1288, 1294, 1296, 1302, 1308, 1314, 1320, 1326, 1332, 1338, 1344, 1350, 1356, 1362, 1368, 1374, 1380, 1386, 1392, 1398, 1404, 1410, 1416, 1422, 1428, 1434, 1440, 1446, 1452, 1458, 1464, 1470, 1476, 1482, 1488, 1494, 1496, 1502, 1508, 1514, 1520, 1526, 1532, 1538, 1544, 1550, 1556, 1562, 1568, 1574, 1580, 1586, 1592, 1598, 1604, 1610, 1616, 1622, 1628, 1634, 1640, 1646, 1652, 1658, 1664, 1670, 1676, 1682, 1688, 1694, 1696, 1702, 1708, 1714, 1720, 1726, 1732, 1738, 1744, 1750, 1756, 1762, 1768, 1774, 1780, 1786, 1792, 1798, 1804, 1810, 1816, 1822, 1828, 1834, 1840, 1846, 1852, 1858, 1864, 1870, 1876, 1882, 1888, 1894, 1896, 1898, 1900, 1902, 1904, 1906, 1908, 1910, 1912, 1914, 1916, 1918, 1920, 1922, 1924, 1926, 1928, 1930, 1932, 1934, 1936, 1938, 1940, 1942, 1944, 1946, 1948, 1950, 1952, 1954, 1956, 1958, 1960, 1962, 1964, 1966, 1968, 1970, 1972, 1974, 1976, 1978, 1980, 1982, 1984, 1986, 1988, 1990, 1992, 1994, 1996, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2

OUR JOBBING DEPARTMENT.
HAVING been REPLEN-
ISHED with a large as-
sortment of the latest EUROPEAN
and AMERICAN NOVELTIES,
we are prepared to execute
orders for FANCY WORK with
neatness and despatch, and at
very moderate rates.

CHINA MAIL OFFICE.

The China Mail

Established February, 1845.

THE HONGKONG CHINESE MAIL.
報日本華南香港
Hongkong Wa Tsui Fo Po.
ISSUED DAILY.

CHUN UN MAN,
Manager and Publisher.

SUBSCRIPTION:
Five Dollars a year, deliverable in Hong
kong. Outports, \$1.00 per annum,
including postage.

No. 10,183

號八月十年五十九百八千一英

HONGKONG, TUESDAY, OCTOBER 8, 1895.

日十二月八年未乙

PRICE, \$2.50 PER MONTH.

AGENTS FOR THE CHINA MAIL
LONDON:—F. ALARD, 11 & 12, Clement's Lane, Lombard Street, E.C. GORDON STREET:—30, Cornhill, GORDON & GORCH, LUDGATE CIRCUS, E.C. BATES & CO., 37, Walbrook, E.C. SAMUEL DEATON & CO., 150 & 154, Leadenhall Street. W. M. WILKS, 101, Cannon Street, E.C. ROBERT WATSON, 180, Fleet Street.

PARIS AND EUROPE:—MAYENCE, FAVER & CO., 18, Rue de la Grange Bateliere.

NEW YORK:—J. STEWART HAPPER, THE CHINESE EVANGELIST OFFICE, 52, West 2d Street.

SAN FRANCISCO AND AMERICAN PORTS generally.—BEAN & BLACK, 204, Brantford.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON GOTCH, Melbourne and Sydney.

GEYLON:—W. M. SMITH & CO., THE AGENTS FOR OHLSTED.

SINGAPORE, STRAITS, &c.—KELLY & WALSH, 20, Singapore.

INDIA:—A. A. DA CRUZ, Amoy, MACLELLAN & CO., LIMITED, Foochow, &c. SINGAPORE, LANE, CRAWFORD & CO., and KELLY & WALSH, YMTHWALES, LINT, CRAWFORD & CO., and KELLY & CO.

Banks.

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE, LONDON.

CAPITAL PAID UP ... \$200,000
RESERVE LIABILITY OF SHAREHOLDERS ... \$200,000
RESERVE FUND ... \$25,000

INTEREST allowed on Current Account at the rate of 2% per annum on the daily balance.

On Fixed Deposits for 12 months 4%

" " " 6 " 5%

" " 3 " 2½ %

T. H. WHITEHEAD,
Manager.

Hongkong, September 16, 1895. 846

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$10,000,000.

RESERVE FUND ... \$5,500,000.

RESERVE LIABILITY OF \$10,000,000.

COURT OF DIRECTORS:—

J. KRAMER, Esq.—Chairman.

A. McCONACHIE, Esq.—Deputy Chairman.

Hon. J. J. Bell-Irving, Esq. S. C. Michaelson,

G. H. Dowdell, Esq. ... Esq.

M. D. Esquiel, Esq. D. R. SASSON, Esq.

R. M. Gray, Esq. N. A. Siebs, Esq.

CHIEF MANAGER:—

Hongkong—T. JACKSON, Esq.

MANAGER:—

Shanghai—H. M. BEVIS, Esq.

LONDON BANKERS—LONDON AND COUNTY BANKING CO., LTD.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:—

For 3 months 2½ per cent. per annum.

" 6 " 3½ " "

" 12 " 4 " "

T. JACKSON,
Chief Manager.

Hongkong, September 24, 1895. 343

HONGKONG SAVINGS BANK.

THE business of the above Bank is con-

ducted by the HONGKONG AND

SHANGHAI BANKING CORPORA-

TION. Rules may be obtained on ap-

plication.

INTEREST on deposits is allowed at

5% PER CENT. per annum. Depositors

may transfer at their option balances of

\$100 or more to the HONGKONG AND

SHANGHAI BANK, to be placed on

FIXED DEPOSIT at 4 PER CENT. per

annum.

For the Hongkong and Shanghai

Banking Corporation.

T. JACKSON,
Chief Manager.

Hongkong, August 1, 1895. 1515

THE NATIONAL BANK OF CHINA,

LIMITED.

AUTHORIZED CAPITAL ... £1,000,000.

SUBSCRIBED CAPITAL ... £500,000.

HEAD OFFICE—HONGKONG.

Court of Directors.

D. GRIFFITHS, Esq. H. STODDERTFOOT, Esq.

CHAN KIN SHAN, Esq.

CHOW TUNG SHANG, Esq.

KWAN HOI ONG, Esq.

Chief Manager.

GEO. W. F. PLAYFAIR.

Interest for 12 months 5%.

Hongkong, October 23, 1894. 1711

THE MERCANTILE BANK OF

INDIA, LIMITED.

AUTHORIZED CAPITAL ... £1,500,000.

SUBSCRIBED CAPITAL ... £1,125,000.

PAID-UP ... £562,500.

Bankers.

LONDON JOINT STOCK BANK, LTD.

Interest allowed on Current Accounts at

the Rate of 2% per Annum on the Daily

Balance.

ON NEW FIXED DEPOSITS:—

For 12 Months ... 4%

For 6 Months ... 3%

For 3 Months ... 2½ %

Deposits Renewed on Old Terms.

JOHN THURBURN,

Manager, Hongkong.

Hongkong, August 2, 1895. 328

TERMS VERY MODERATE.

Consultation Free.

Hongkong, April 8, 1896. 929

Intimations.

WANTED.

A CLERK WITH EXPERIENCE IN SHIPPING AND INSURANCE BUSINESS. Thorough knowledge of ENGLISH and some FRENCH indispensable. Aged from 20 to 30. Good opening for reliable man.

Apply "Z.Z.",

c/o China Mail.

Hongkong, October 7, 1895. 1870

SHANGHAI BACES.

RETURN TICKETS, FIRST SALOON, for the above Route, can be obtained on and after this date, available by any of the STEAMERS of the Undermentioned LINES, for a period of ONE MONTH from date of issue.

Far ... \$60/-

ALF. WOOLLEY,
Acting Superintendent.

P. & O. S. N. Company.

D. E. BROWN,
General Agent.

Canadian Pacific Railway Company.

C. TOURAIRE,
Acting Agent.

Metzger's Marlines Company.

Messrs. MELCHERS & Co.,
Agents.

Norddeutscher Lloyd.

Hongkong, October 7, 1895. 1871

Business Notices.

GRANDE ARMÉE & CO.

FOR SALE!

\$5.00 each BLACK STRUNG TENNIS BATS \$5.00 each.
\$5.00 " SPECIAL HANDLE BATS \$5.00 "
\$5.00 " FISH TAIL HANDLE BATS \$5.00 "
\$4.00 " L. C. & Co.'s SPECIAL BATS \$4.00 "

AYRE'S CHAMPIONSHIP BALLS.

WIMBLEDON

TENNIS POLES, NETS, BAT PRESSES, &c.

FOOTBALLS, BOXING GLOVES.

SHIN GUARDS, SINGLE STICKS.

FENCING FOILS AND MASKS.

FOWLING PIECES, SALOON RIFLES.

COLT'S REVOLVERS, SMITH & WESSON'S REVOLVERS.

MATCH RIFLES, &c., &c.

Hongkong, September 13, 1895. 1899

1000

1895

1895

1895

1895

1895

1895

1895

1895

1895

1895

1895

1895

1895

1895

1895

1895

1895

1895

1895

1895

1895

1895

1895

1895

1895

1895

1895

1895

1895

1895

1895

1895

I believe in Japan that the Government will employ German officers to improve the army in tactics and in military efficiency generally.

The appearance of Colonel Wogack, the Russian Military Attaché at Shanghai, is believed to be an indication that the Foreign Attachés at Peking expect Britain to take action over the missionary outrages. The *China Gazette* says that the Russian Legation will leave Vladivostok probably before the end of the month. But there is no intention on the part of either France or Russia to interfere in any way with the healthy demonstration which Great Britain has arranged for the special benefit of the Chinese and their *encouragers les autres*.

"Vin ordinaire" is usually known as a sort of redutive beverage that has to stand a lot of adulteration. A French officer in charge of a post at Nacham, in Tonkin, found that the regulation rations of wine were watered, and he thought the circumstance so extraordinary that he began investigating. It was soon found that not only wine had been taken out from the military stores, but firewood to the amount of some 20,000 kilos, rice 5000 kilos, and other necessities in proportion. The storekeeper was at once put under arrest for trial by court martial. Similar thefts were recently discovered at Nanking.

SKIN papers are beginning to discuss the question why France has no really good port in the East. At Saigon there is a long stretch of difficult river navigation; at Turaue and Haiphong there is nothing like good harbour accommodation for ocean-going ships. Saigon is no doubt a nice safe place, secure from storms and out of the reach of an enemy in time of war; but it is also out of the way, and commerce requires a port to be easy of access on the main lines of ocean trade, like Hongkong and Singapore. Until the French can offer a port attractive enough to the steamers of the world, their undoubtedly valuable colonies will never be anything more than side-tracks.

The Happy Valley presented quite a gaily appearance on Saturday. The ancient game (golf) was fully in fact, inconveniently, patronised. Long waits were frequent and 'fore' quite a chore. A Rifle Brigade Company was playing a pick-up cricket match, the Medical Staff were at practice on the Naval Pitch, the R.E. and Police had a match on, and another section of the "force" was at football practice. These, with the Queen's College & Co. football match filled practically the whole available space, and surely hindered the golfers. The East and West football ground for the Police has been marked out, and if the Club and Military grounds are dealt with on the same lines, golf must go; at least, as far as Saturday is concerned. A prompt decision on this point will avoid much bickering and possible fatalities. There is still a pressing need for a well-laid pitch that should be available for school matches. The schools have been most generously treated by the R.E. and military pitch authorities in past years, but anything like interest in the game can only centre round a boy's own ground. Bowring will be a matter of years hence, and the lads cannot be expected to provide a pitch. In a football match yesterday, the Police beat the Football Colts by two goals to nil. Lamerton's team had hard lines again and again, one goal against them being breached through one of their own men off the goal-keeper's knock-out. The Force plays up strongly, and three of its representatives would be an accession to any crock team.

In the Supreme Court this morning, Mr. A. G. Wise, Poine Judge, had before him one of the everlasting Indian money-lending suits. In this case, Jiwani Singh against Rahman, for \$120 on a promissory note, His Lordship had at a previous hearing raised the question whether plaintiff was not barred from suing by the regulations of the police force, to which he belongs. Government Notification No. 405, published in the *Gazette* of 3 November 1894, is "An Additional Regulation made under sec. 19 of Police Force Consolidation Ordinance (14 of 1887) and approved by Governor in Council on 26th Oct., 1894—No subordinate officer or constable shall act as a money lender." The plaintiff, however, was able to satisfy His Lordship that the Captain Superintendent of Police had given consent in this case, and there was no legal bar to the claim. Defendant admitted the debt, and asked for time to pay in instalments, but His Lordship left that to the plaintiff, and gave judgment for the amount claimed, with costs.

He further stated that he would write to the Captain Superintendent about the case, calling attention to the fact that the policeman in originally lending the money broke the regulation, which is emphatic enough and leaves no room for evasion. Under sections 22 and 23 of the Police Ordinance, breach of the regulation is punishable with a fine of \$200 before a Magistrate or \$25 before the Superintendent, and there is a saving clause providing that permission may be granted. If Mr. Wise's action leads to the suppression of the promissory note trade among these Indians of the police and military services, it will distinctly be for the public good.

Owing to increase of business, W. Robinson and Co. have removed their Piano and Organ showrooms to Connacht House—large stock of pianos.

As will be seen from our advertising columns, a Ballad Concert is to be given in the Mount Austin Hotel on Wednesday, 10th inst., in aid of the funds of the Hongkong Benevolent Society.

ENCOURAGING news has been received from Yokohama regarding the *Belgic*. Sand-diggers have been sent to her assistance. She is now in a position which will render hering-off a comparatively easy operation.

An order for 50,000 lbs. of biscuit, for Russian troops in Siberia is said to have been placed in Nagasaki recently.

A CANADIAN writes to the *Times*: "I see it stated that the journey from America to Europe is being undertaken by Mr. Harry de Windt is about to attempt, has never yet been accomplished. I am under the impression that, many years ago, the late Sir George Simpson, of the Hudson's Bay Company, reached Europe by this route."

Messrs. Caird and Co. successfully launched from their yard at Grimsby, on 4th ult., a new steamer, the *Polymer*, for the Peninsular and Oriental Company. She has a gross registered tonnage of 4,500 tons, with accommodation for 20 first and 25 second class passengers, and is intended to run in the P. and O. Company's new direct intermediate line to China and Japan, the inauguration of which has already been mentioned.

According to a London cablegram published in a New Zealand paper Admiral Carpenter has imposed a tremendous task upon one of his vessels. It is nothing less than for the *Petrel* with a thousand marines picked from the United States warships stationed in Chinese waters, with galing guns, to go to *Fingyang* to protect missionaries and European residents in *Shanghai*! The report, which is alleged to have originated in Washington, is of course touderous for the moment, but as a specimen of some of the material the future historian will have to grapple with, it deserves a passing note, says the *N.Y. Daily News*.

Now that cooler weather will permit of active operations, the Japanese are preparing for a supreme effort to subjugate the island of Formosa. For the last few days (says the *Kyo Chōshi* of the 30th ult.) transport after transport has been dispatched for Talienshan, the *Yamaguchi*, *Idzumi* and *Toyo Kōki* leaving on Thursday last, while others will follow in rapid succession; and on arrival at Talienshan the transports—expected to number about twenty-six vessels—convey the troops now assembled at Kinchow to the scene of action. The vessels will first rendezvous at the Peascodores, where they will be met by men-of-war, which will support the operations from the sea. It is believed that a landing will be made on the southern part of Formosa, in the neighbourhood of Tainan, so that the insurgent position will be attacked both in front and rear.

CAPTAIN J. Samuels of the German s.s. *Hannover*, at Nagasaki, makes the following report, which is of great importance to the masters:—"On the 1st instant I was while on my voyage from Hindostan, and when Lat. 35° 3' N., Long. 14° 15' E., my vessel struck an uncharted rock or reef, Katsurashima, the distance about 2 miles and Komoto-point 4 miles. The sounding marked on my chart near this spot are 79 and 150 fathoms, and near the beach 9 and 10 fathoms. The draught of my vessel being 14 feet 5 inches at the time, I have concluded that the rock is covered about 14 feet. In my opinion the rock is unknown, as I have not been able to find it marked on any chart, or mentioned in the *China Sea Directory*. The damage done to my vessel was: Four plates and three frames bent about engine-room ballast tank, on the port side."

This is how Canon Tristram enlightens the people of England in his new book, "Romances in Japan":—During our stay at Tokio we had occasion to revisit Yohkama on business, and were fortunate enough to see in the harbour there a fine fleet of men-of-war that can often be seen out of the Mediterranean. Not only was the Japanese fleet mustered there, several of them first-class battleships, looking as trim and smart as any English man-of-war, but there was also riding at anchor a German frigate, a French Frigate, a United States gunboat, and a British gunboat, with the *Royal Navy* close behind them. It is remarkable that an English man-of-war is never seen in those waters without a Russian in her train. Of all the five nationalities whose flag was shown, the Japanese were by no means the least smart in appearance, though they certainly failed in rowing with the neatness that marked our galleys. The Russian is led very shabby, and certainly seemed wanting in smartness and cleanliness. Besides these, there were many mail liners and several magnificent American clipper ships, the first I had seen in these seas. It was difficult to realise that such a fleet of many nations, that was a roadstead of iron smelting works. It is said to be well suited for this purpose and smart as any English man-of-war, but there was also riding at anchor a German frigate, a French Frigate, a United States gunboat, and a British gunboat, with the *Royal Navy* close behind them. It is remarkable that an English man-of-war is never seen in those waters without a Russian in her train. Of all the five nationalities whose flag was shown, the Japanese were by no means the least smart in appearance, though they certainly failed in rowing with the neatness that marked our galleys. The Russian is led very shabby, and certainly seemed wanting in smartness and cleanliness. Besides these, there were many mail liners and several magnificent American clipper ships, the first I had seen in these seas. It was difficult to realise that such a fleet of many nations, that was a roadstead of iron smelting works. It is said to be well suited for this purpose and smart as any English man-of-war, but there was also riding at anchor a German frigate, a French Frigate, a United States gunboat, and a British gunboat, with the *Royal Navy* close behind them. It is remarkable that an English man-of-war is never seen in those waters without a Russian in her train. Of all the five nationalities whose flag was shown, the Japanese were by no means the least smart in appearance, though they certainly failed in rowing with the neatness that marked our galleys. The Russian is led very shabby, and certainly seemed wanting in smartness and cleanliness. Besides these, there were many mail liners and several magnificent American clipper ships, the first I had seen in these seas. It was difficult to realise that such a fleet of many nations, that was a roadstead of iron smelting works. It is said to be well suited for this purpose and smart as any English man-of-war, but there was also riding at anchor a German frigate, a French Frigate, a United States gunboat, and a British gunboat, with the *Royal Navy* close behind them. It is remarkable that an English man-of-war is never seen in those waters without a Russian in her train. Of all the five nationalities whose flag was shown, the Japanese were by no means the least smart in appearance, though they certainly failed in rowing with the neatness that marked our galleys. The Russian is led very shabby, and certainly seemed wanting in smartness and cleanliness. Besides these, there were many mail liners and several magnificent American clipper ships, the first I had seen in these seas. It was difficult to realise that such a fleet of many nations, that was a roadstead of iron smelting works. It is said to be well suited for this purpose and smart as any English man-of-war, but there was also riding at anchor a German frigate, a French Frigate, a United States gunboat, and a British gunboat, with the *Royal Navy* close behind them. It is remarkable that an English man-of-war is never seen in those waters without a Russian in her train. Of all the five nationalities whose flag was shown, the Japanese were by no means the least smart in appearance, though they certainly failed in rowing with the neatness that marked our galleys. The Russian is led very shabby, and certainly seemed wanting in smartness and cleanliness. Besides these, there were many mail liners and several magnificent American clipper ships, the first I had seen in these seas. It was difficult to realise that such a fleet of many nations, that was a roadstead of iron smelting works. It is said to be well suited for this purpose and smart as any English man-of-war, but there was also riding at anchor a German frigate, a French Frigate, a United States gunboat, and a British gunboat, with the *Royal Navy* close behind them. It is remarkable that an English man-of-war is never seen in those waters without a Russian in her train. Of all the five nationalities whose flag was shown, the Japanese were by no means the least smart in appearance, though they certainly failed in rowing with the neatness that marked our galleys. The Russian is led very shabby, and certainly seemed wanting in smartness and cleanliness. Besides these, there were many mail liners and several magnificent American clipper ships, the first I had seen in these seas. It was difficult to realise that such a fleet of many nations, that was a roadstead of iron smelting works. It is said to be well suited for this purpose and smart as any English man-of-war, but there was also riding at anchor a German frigate, a French Frigate, a United States gunboat, and a British gunboat, with the *Royal Navy* close behind them. It is remarkable that an English man-of-war is never seen in those waters without a Russian in her train. Of all the five nationalities whose flag was shown, the Japanese were by no means the least smart in appearance, though they certainly failed in rowing with the neatness that marked our galleys. The Russian is led very shabby, and certainly seemed wanting in smartness and cleanliness. Besides these, there were many mail liners and several magnificent American clipper ships, the first I had seen in these seas. It was difficult to realise that such a fleet of many nations, that was a roadstead of iron smelting works. It is said to be well suited for this purpose and smart as any English man-of-war, but there was also riding at anchor a German frigate, a French Frigate, a United States gunboat, and a British gunboat, with the *Royal Navy* close behind them. It is remarkable that an English man-of-war is never seen in those waters without a Russian in her train. Of all the five nationalities whose flag was shown, the Japanese were by no means the least smart in appearance, though they certainly failed in rowing with the neatness that marked our galleys. The Russian is led very shabby, and certainly seemed wanting in smartness and cleanliness. Besides these, there were many mail liners and several magnificent American clipper ships, the first I had seen in these seas. It was difficult to realise that such a fleet of many nations, that was a roadstead of iron smelting works. It is said to be well suited for this purpose and smart as any English man-of-war, but there was also riding at anchor a German frigate, a French Frigate, a United States gunboat, and a British gunboat, with the *Royal Navy* close behind them. It is remarkable that an English man-of-war is never seen in those waters without a Russian in her train. Of all the five nationalities whose flag was shown, the Japanese were by no means the least smart in appearance, though they certainly failed in rowing with the neatness that marked our galleys. The Russian is led very shabby, and certainly seemed wanting in smartness and cleanliness. Besides these, there were many mail liners and several magnificent American clipper ships, the first I had seen in these seas. It was difficult to realise that such a fleet of many nations, that was a roadstead of iron smelting works. It is said to be well suited for this purpose and smart as any English man-of-war, but there was also riding at anchor a German frigate, a French Frigate, a United States gunboat, and a British gunboat, with the *Royal Navy* close behind them. It is remarkable that an English man-of-war is never seen in those waters without a Russian in her train. Of all the five nationalities whose flag was shown, the Japanese were by no means the least smart in appearance, though they certainly failed in rowing with the neatness that marked our galleys. The Russian is led very shabby, and certainly seemed wanting in smartness and cleanliness. Besides these, there were many mail liners and several magnificent American clipper ships, the first I had seen in these seas. It was difficult to realise that such a fleet of many nations, that was a roadstead of iron smelting works. It is said to be well suited for this purpose and smart as any English man-of-war, but there was also riding at anchor a German frigate, a French Frigate, a United States gunboat, and a British gunboat, with the *Royal Navy* close behind them. It is remarkable that an English man-of-war is never seen in those waters without a Russian in her train. Of all the five nationalities whose flag was shown, the Japanese were by no means the least smart in appearance, though they certainly failed in rowing with the neatness that marked our galleys. The Russian is led very shabby, and certainly seemed wanting in smartness and cleanliness. Besides these, there were many mail liners and several magnificent American clipper ships, the first I had seen in these seas. It was difficult to realise that such a fleet of many nations, that was a roadstead of iron smelting works. It is said to be well suited for this purpose and smart as any English man-of-war, but there was also riding at anchor a German frigate, a French Frigate, a United States gunboat, and a British gunboat, with the *Royal Navy* close behind them. It is remarkable that an English man-of-war is never seen in those waters without a Russian in her train. Of all the five nationalities whose flag was shown, the Japanese were by no means the least smart in appearance, though they certainly failed in rowing with the neatness that marked our galleys. The Russian is led very shabby, and certainly seemed wanting in smartness and cleanliness. Besides these, there were many mail liners and several magnificent American clipper ships, the first I had seen in these seas. It was difficult to realise that such a fleet of many nations, that was a roadstead of iron smelting works. It is said to be well suited for this purpose and smart as any English man-of-war, but there was also riding at anchor a German frigate, a French Frigate, a United States gunboat, and a British gunboat, with the *Royal Navy* close behind them. It is remarkable that an English man-of-war is never seen in those waters without a Russian in her train. Of all the five nationalities whose flag was shown, the Japanese were by no means the least smart in appearance, though they certainly failed in rowing with the neatness that marked our galleys. The Russian is led very shabby, and certainly seemed wanting in smartness and cleanliness. Besides these, there were many mail liners and several magnificent American clipper ships, the first I had seen in these seas. It was difficult to realise that such a fleet of many nations, that was a roadstead of iron smelting works. It is said to be well suited for this purpose and smart as any English man-of-war, but there was also riding at anchor a German frigate, a French Frigate, a United States gunboat, and a British gunboat, with the *Royal Navy* close behind them. It is remarkable that an English man-of-war is never seen in those waters without a Russian in her train. Of all the five nationalities whose flag was shown, the Japanese were by no means the least smart in appearance, though they certainly failed in rowing with the neatness that marked our galleys. The Russian is led very shabby, and certainly seemed wanting in smartness and cleanliness. Besides these, there were many mail liners and several magnificent American clipper ships, the first I had seen in these seas. It was difficult to realise that such a fleet of many nations, that was a roadstead of iron smelting works. It is said to be well suited for this purpose and smart as any English man-of-war, but there was also riding at anchor a German frigate, a French Frigate, a United States gunboat, and a British gunboat, with the *Royal Navy* close behind them. It is remarkable that an English man-of-war is never seen in those waters without a Russian in her train. Of all the five nationalities whose flag was shown, the Japanese were by no means the least smart in appearance, though they certainly failed in rowing with the neatness that marked our galleys. The Russian is led very shabby, and certainly seemed wanting in smartness and cleanliness. Besides these, there were many mail liners and several magnificent American clipper ships, the first I had seen in these seas. It was difficult to realise that such a fleet of many nations, that was a roadstead of iron smelting works. It is said to be well suited for this purpose and smart as any English man-of-war, but there was also riding at anchor a German frigate, a French Frigate, a United States gunboat, and a British gunboat, with the *Royal Navy* close behind them. It is remarkable that an English man-of-war is never seen in those waters without a Russian in her train. Of all the five nationalities whose flag was shown, the Japanese were by no means the least smart in appearance, though they certainly failed in rowing with the neatness that marked our galleys. The Russian is led very shabby, and certainly seemed wanting in smartness and cleanliness. Besides these, there were many mail liners and several magnificent American clipper ships, the first I had seen in these seas. It was difficult to realise that such a fleet of many nations, that was a roadstead of iron smelting works. It is said to be well suited for this purpose and smart as any English man-of-war, but there was also riding at anchor a German frigate, a French Frigate, a United States gunboat, and a British gunboat, with the *Royal Navy* close behind them. It is remarkable that an English man-of-war is never seen in those waters without a Russian in her train. Of all the five nationalities whose flag was shown, the Japanese were by no means the least smart in appearance, though they certainly failed in rowing with the neatness that marked our galleys. The Russian is led very shabby, and certainly seemed wanting in smartness and cleanliness. Besides these, there were many mail liners and several magnificent American clipper ships, the first I had seen in these seas. It was difficult to realise that such a fleet of many nations, that was a roadstead of iron smelting works. It is said to be well suited for this purpose and smart as any English man-of-war, but there was also riding at anchor a German frigate, a French Frigate, a United States gunboat, and a British gunboat, with the *Royal Navy* close behind them. It is remarkable that an English man-of-war is never seen in those waters without a Russian in her train. Of all the five nationalities whose flag was shown, the Japanese were by no means the least smart in appearance, though they certainly failed in rowing with the neatness that marked our galleys. The Russian is led very shabby, and certainly seemed wanting in smartness and cleanliness. Besides these, there were many mail liners and several magnificent American clipper ships, the first I had seen in these seas. It was difficult to realise that such a fleet of many nations, that was a roadstead of iron smelting works. It is said to be well suited for this purpose and smart as any English man-of-war, but there was also riding at anchor a German frigate, a French Frigate, a United States gunboat, and a British gunboat, with the *Royal Navy* close behind them. It is remarkable that an English man-of-war is never seen in those waters without a Russian in her train. Of all the five nationalities whose flag was shown, the Japanese were by no means the least smart in appearance, though they certainly failed in rowing with the neatness that marked our galleys. The Russian is led very shabby, and certainly seemed wanting in smartness and cleanliness. Besides these, there were many mail liners and several magnificent American clipper ships, the first I had seen in these seas. It was difficult to realise that such a fleet of many nations, that was a roadstead of iron smelting works. It is said to be well suited for this purpose and smart as any English man-of-war, but there was also riding at anchor a German frigate, a French Frigate, a United States gunboat, and a British gunboat, with the *Royal Navy* close behind them. It is remarkable that an English man-of-war is never seen in those waters without a Russian in her train. Of all the five nationalities whose flag was shown, the Japanese were by no means the least smart in appearance, though they certainly failed in rowing with the neatness that marked our galleys. The Russian is led very shabby, and certainly seemed wanting in smartness and cleanliness. Besides these, there were many mail liners and several magnificent American clipper ships, the first I had seen in these seas. It was difficult to realise that such a fleet of many nations, that was a roadstead of iron smelting works. It is said to be well suited for this purpose and smart as any English man-of-war, but there was also riding at anchor a German frigate, a French Frigate, a United States gunboat, and a British gunboat, with the *Royal Navy* close behind them. It is remarkable that an English man-of-war is never seen in those waters without a Russian in her train. Of all the five nationalities whose flag was shown, the Japanese were by no means the least smart in appearance, though they certainly failed in rowing with the neatness that marked our galleys. The Russian is led very shabby, and certainly seemed wanting in smartness and cleanliness. Besides these, there were many mail liners and several magnificent American clipper ships, the first I had seen in these seas. It was difficult to realise that such a fleet of many nations, that was a roadstead of iron smelting works. It is said to be well suited for this purpose and smart as any English man-of-war, but there was also riding at anchor a German frigate, a French Frigate, a United States gunboat, and a British gunboat, with the *Royal Navy* close behind them. It is remarkable that an English man-of-war is never seen in those waters without a Russian in her train. Of all the five nationalities whose flag was shown, the Japanese were by no means the least smart in appearance, though they certainly failed in rowing with the neatness that marked our galleys. The Russian is led very shabby, and certainly seemed wanting in smartness and cleanliness. Besides these, there were many mail liners and several magnificent American clipper ships, the first I had seen in these seas. It was difficult to realise that such a fleet of many nations, that was a roadstead of iron smelting works. It is said to be well suited for this purpose and smart as any English man-of-war, but there was also riding at anchor a German frigate, a French Frigate, a United States gunboat, and a British gunboat, with the *Royal Navy* close behind them. It is remarkable that an English man-of-war is never seen in those waters without a Russian in her train. Of all the five nationalities whose flag was shown, the Japanese were by no means the least smart in appearance, though they certainly failed in rowing with the neatness that marked our galleys. The Russian is led very shabby, and certainly seemed wanting in smartness and cleanliness. Besides these, there were many mail liners and several magnificent American clipper ships, the first I had seen in these seas. It was difficult to realise that such a fleet of many nations, that was a roadstead of iron smelting works. It is said to be well suited for this purpose and smart as any English man-of-war, but there was also riding at anchor a German frigate, a French Frigate, a United States gunboat, and a British gunboat, with the *Royal Navy* close behind them. It is remarkable that an English man-of-war is never seen in those waters without a Russian in her train. Of all the five nationalities whose flag was shown, the Japanese were by no means the least smart in appearance, though they certainly failed in rowing with the neatness that marked our galleys. The Russian is led very shabby, and certainly seemed wanting in smartness and cleanliness. Besides these, there were many mail liners and several magnificent American clipper ships, the first I had seen in these seas. It was difficult to realise that such a fleet of many nations, that was a roadstead of iron smelting works. It is said to be well suited for this purpose and smart as any English man-of-war, but there was also riding at anchor a German frigate, a French Frigate, a United States gunboat, and a British gunboat, with the *Royal Navy* close behind them. It is remarkable that an English man-of-war is never seen in those waters without a Russian in her train. Of all the five nationalities whose flag was shown, the Japanese were by no means the least smart in appearance, though they certainly failed in rowing with the neatness that marked our galleys. The Russian is led very shabby, and certainly seemed wanting in smartness and cleanliness. Besides these, there were many mail liners and several magnificent American clipper ships, the first I had seen in these seas. It was difficult to realise that such a fleet of many nations, that was a roadstead of iron smelting works. It is said to be well suited for this purpose and smart as any English man-of-war, but there was also riding at anchor a German frigate, a French Frigate, a United States gunboat, and a British gunboat, with the *Royal Navy* close behind them. It is remarkable that an English man-of-war is never seen in those waters without a Russian in her train. Of all the five nationalities whose flag was shown, the Japanese were by no means the least smart in appearance, though they certainly failed in rowing with the neatness that marked our galleys. The Russian is led very shabby, and certainly seemed wanting in smartness and cleanliness. Besides these, there were many mail liners

THE CHINA MAIL.

TUESDAY, OCTOBER 8, 1895.



ESTABLISHED 1832

**STEAM FOR
STRaits, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.**

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship ROSETTA, Capt. G. K. WRIGHT, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on THURSDAY, the 10th October, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

ALF. WOOLLEY,
Acting Superintendent:

P. & O. S. N. Co.'s Office,
Hongkong, September 26, 1895. 1707

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA

THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Coptic (via Nagasaki), Kobe, Inland Sea, (THURSDAY, Oct. 17, Yokohama, and Honolulu) ... TUESDAY, Nov. 5, (Honolulu) ...
Grecian (via Nagasaki), ... TUESDAY, Nov. 5, (Honolulu) ...

THE Steamship COPTIC will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 17th October, at Noon, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all Trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 3 p.m. the day previous to sailing.

Consular Invited to accompany Cargoes destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.

Hongkong, September 28, 1895. 1814

Intimations.

**CHAN A-TONG,
COAL MERCHANT,
No. 5, ARSENAL STREET, EAST.
Business Office: No. 21, Gilman Street.**

478

RIGAUD'S KANANGA WATER OF JAPAN
(REGISTERED)
The most delightfully refreshing Water. It relieves the heat, and imparts a cool, quiet bite and imparts a delicate fragrance and feeling of comfort.

**RIGAUD'S CHOICE NEW EXTRACTS
RECOMMENDED**
KANANGA LOUIS XV GRACIOSA IRIS BLANC
ASCANIO LUCRECIA YLANG-YLANG IRIS AMBRE
LILAS DE PERSE BOUQUET & ELYSEE PEAU DESPAGNE WHITE HELIOTROPE
BOUQUET ROYAL ROSINA LILY OF THE VALLEY
A complete assortment of every other colour.
RIGAUD & C. PARFUMERS — PARIS.

For Sale by A. S. Watson & Co., Chemists.

Mails.

**NORTHERN PACIFIC
STEAMSHIP AND RAILROAD
COMPANIES.**

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC Coast and to the INTERIOR and EASTERN Cities of the UNITED STATES and CANADA and to EUROPE.

HONGKONG to LONDON, \$400.

Excellent accommodation. First class Table, Doctor and Stewardess carried.

HONGKONG to NEW YORK, \$500.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK FAMOUS. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG to TACOMA, \$25.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

**PROPOSED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).**

Hankow ... 3,504 | Wednesday Oct. 9.
Tacoma ... 2,649 | Tuesday Oct. 29.

Victoria ... 3,167 | Tuesday Nov. 19.

Stratford ... 3,074 | Tuesday Dec. 10.

Hankow ... 3,504 | Tuesday Dec. 31.

* No Passengers carried by this sailing.

THE Steamship HANKOW, Captain S. M. O'Neil, sailing at Daylight TOMORROW, the 9th October, will call at VICTORIA, B.C., and TACOMA, Washington, AMOY, FOOCHEW, SHANGHAI, INLAND SEA, KOBE, and YOKOHAMA, instead of as previously advertised.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full) by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & CO., Agents.

Hongkong, October 8, 1895. 1736

NORDDEUTSCHER LLOYD.

NOTICE;

**STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT SAID,**

NAPLES, GENOA,

ANTWERP, BRUSSELS & HAMBURG,

**PORTS IN THE LEVANT, BLACK
SEA & BALTIC PORTS;**

ALSO,

LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS,

**HALIFAX & SOUTH AMERICAN
PORTS.**

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

For Freight or Passage, apply to

SIEMSSON & CO., Agents.

Hongkong, September 30, 1895. 1833

SUBJECT TO ALTERATION.

Karlsruhe ... Monday Oct. 14.

Prinz Heinrich ... Monday Nov. 11.

Precision ... Monday Dec. 9.

Sachsen ... Monday Jan. 6.

Gera ... Monday Feb. 3.

N.E.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

Karlsruhe ... Monday Oct. 14.

Prinz Heinrich ... Monday Nov. 11.

Precision ... Monday Dec. 9.

Sachsen ... Monday Jan. 6.

Gera ... Monday Feb. 3.

ON MONDAY, the 14th day of October, 1895, at 3 p.m., the Company's S.S. KARLSRUHE, Captain H. WALTER, with MAILED PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at NAPLES for loading.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 3 p.m. the day previous to sailing.

Consular Invited to accompany Cargoes destined to points beyond San Francisco, in the United States, should be sent to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.

Hongkong, September 28, 1895. 1814

Intimations.

**CHAN A-TONG,
COAL MERCHANT,
No. 5, ARSENAL STREET, EAST.
Business Office: No. 21, Gilman Street.**

478

Mails.

Shipping.

Steamers.

**CHINA NAVIGATION COMPANY,
LIMITED.**

FOR SHANGHAI (DIRECT).

The Steamship Chihli.

Capt. O. Anderson, will be despatched as above on WEDNESDAY, the 9th instant, at 4 p.m.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, October 7, 1895. 1872

**THE CHINA & MANILA STEAMSHIP
COMPANY, LIMITED.**

FOR MANILA VIA AMOY.

The Steamship Zafiro.

Captain GEORGE, will be despatched for the above Ports on WEDNESDAY, the 9th Inst., at 5 p.m.

This Steamer has superior Accommodation for Passengers.

For Freight or Passage, apply to

SHEWAN & CO.,
General Managers.

Hongkong, October 7, 1895. 1868

MOGL LINE OF STEAMERS.

**FOR SHANGHAI, KORE AND
YOKOHAMA.**

The Steamship Lenox.

Captain WILLIAMSON, will be despatched for the above Ports on or about WEDNESDAY, the 9th instant.

This Steamer has superior Accommodation for Passengers.

For Freight or Passage, apply to

DODWELL, CARLILL & CO.,
Agents.

Hongkong, October 2, 1895. 1845

**FOR SINGAPORE, PENANG AND
CALCUTTA.**

The Steamship Asturias.

Capt. J. E. HANSEN, will be despatched for the above Ports on THURSDAY, the 10th instant, at 3 p.m.

For Freight or Passage, apply to

DODWELL, CARLILL & CO.,
Agents.

Hongkong, October 2, 1895. 1845

**FOR SINGAPORE, HAVRE AND
HAMBURG.**

(Calling at NAPLES for landing Passengers if sufficient inducement offers.)

(Taking cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL and BREMEN.)

The Steamship Fregata.

Captain F. Voss, will be despatched for the above Port on THURSDAY, the 10th October, at 4 p.m.

This Steamer has superior Accommodation for Passengers.

For Freight or Passage, apply to